April truck registrations are lowest in five years

Continued from Page 8

fact, sales of the imported compacts were down in both April and May.

The Group 1 count through April was 387,682 units, compared with 412,784 in the like period a year ago.

• There were 401,297 registrations in Group 2, a decline of 36.8 percent from the 635,110 units tallied in the first four months of 1979.

Recreational - vehicle manufacturers have been the major consumers of Groups 3 and 4 vehicles and the extent of the slump in the RV market is reflected dramatically in the registration figures for these two weight classes.

The Group 3 total through April was 2,549 units, off 85.8 percent from last year's 17,912. And only 143 Group 4 units were tallied over the four-month span, down 96.6 percent from last year's 4,257 units.

Although insignificant in numbers, Group 5 was the most stable group. Its four-month total of 833 units was down only 2.5 percent from last year's 854.

Registrations of Group 8 trucks dropped 23.7 percent below last year's record four-month high, from 53,648 units to 40,948.

Heavy trucks (Groups 7 and 8) were the only one of the three market segments to show an advance in registrations for the period over a year ago, and the increase was small.

Through April, the total was 68,992, up 375 units over last year's 68,617, the previous four-month high.

The light-truck segment (Groups 1 through 3) was 27.7 percent lower than a year ago, slipping from 1,065,806 to 791,528. Mediums (Groups 4 through 6) plunged 58.7 percent, skidding to 20,807 from the year-earlier 50,348.

GMC now is No. 2 in registrations of heavy trucks

Continued from Page 8

and 8 registrations were down 4.2 percent, from a record 20,281 in 1979 to 19,435. It was the second straight month in which registrations of heavies have fallen below the year-earlier count.

The sharp upturn in Group 7 registrations continued in April and the four-month total of 28,044 units was 87.3 percent higher than last year's 14,969. The big gain is due mainly to the growth in mid-range diesel sales, which is moving vehicles formerly classified as Group 6 units into Group 7.

As a result of this trend, the Group 6 count for the four months was down 56.2 percent from 1979 to 19,831 units, compared with 45,237 a year ago.

Four-month Group 8 tallies also were down sharply from a year ago. The count was 40,948 units, a decline of 23.7 percent below last year's 53,648.

• As a result of the Group 7 surge, dramatic increases in share of total industry registrations have been scored by Ford, GMC and Chevrolet.

No. 1 Ford's 16,618 registrations through April accounted for 24.09 percent of the total, an increase of 6.16 percentage points over last year's 17.93 percent on 12,304 tallies.

GMC's share was 7.49 points higher than a year ago, rising from 8.89 percent on 6,100 tallies in 1979 to 16.38 percent on 11,300 this year. Chevrolet's 6,351 units accounted for 9.21 percent this year, up 6.13 points from last year's 3.08 percent on only 2,113 units.

International lost a whopping 13.25 points in penetration over the four-month period, and unit registrations were off 44.6 percent. Through April, it had 11,202 tallies accounting for 12.24 percent of the total. A year ago, its 20,233 registrations accounted for 29.49 percent of the total.

NEW TRUCK REGISTRATIONS BY MAKE AND GVW CLASS

FOUR MONTHS, 1980 VS. 1979★

		Group 1 6,000 pounds and less	Group 2 6,001-10,000	Group 3 10,001-14,000	Group 4 14,001-16,000	Group 5 16,001-19,500	Group 6 19,501-26,000	Group 7 26,001-33,000	Group 8 33,001 and over	Make Totals
AUTOCAR	**April, '80**	.....	.....	.....	.....	.....	.....	.....	**192**	**192**
	April, '79	.....	.....	.....	.....	.....	.....	.....	213	213
	Year to Date '80	.....	.....	.....	.....	.....	.....	.....	**654**	**654**
	Year to Date '79	.....	.....	.....	.....	.....	.....	.....	663	663
BROCKWAY	**April, '80**	.....	.....	.....	.....	.....	.....	.....	**1**	**1**
	April, '79	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Year to Date '80	.....	.....	.....	.....	.....	.....	.....	**2**	**2**
	Year to Date '79	.....	.....	.....	.....	.....	.....	.....	2	2
CHEVROLET	**April, '80**	**32,213**	**29,149**	**41**	.....	**181**	**1,175**	**1,268**	**296**	**64,323**
	April, '79	41,225	53,604	470	.....	173	2,946	144	432	98,994
	Year to Date '80	**127,706**	**129,367**	**697**	.....	**630**	**4,457**	**5,162**	**1,189**	**269,208**
	Year to Date '79	157,927	210,682	2,345	.....	545	10,880	674	1,439	384,492
(Memo Units)#	**April, '80**	**15,278**	**8,189**	.....	.....	.....	.....	.....	.....	**23,467**
	April, '79	18,858	16,021	.....	.....	.....	.....	.....	.....	34,879
	Year to Date '80	**61,292**	**38,951**	.....	.....	.....	.....	.....	.....	**100,243**
	Year to Date '79	69,650	62,206	.....	.....	.....	.....	.....	.....	131,856
DIAMOND REO	**April, '80**	.....	.....	.....	.....	.....	.....	.....	**5**	**5**
	April, '79	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Year to Date '80	.....	.....	.....	.....	.....	.....	.....	**28**	**28**
	Year to Date '79	.....	.....	.....	.....	.....	.....	.....	.....	.....
DODGE	**April, '80**	**8,374**	**11,937**	**448**	**48**	.....	.....	.....	.....	**20,807**
	April, '79	9,858	17,333	5,331	358	.....	.....	.....	.....	32,880
	Year to Date '80	**30,953**	**45,683**	**1,592**	**139**	.....	.....	.....	.....	**78,367**
	Year to Date '79	31,878	73,633	15,018	4,257	.....	.....	.....	.....	124,786
(Memo Units)#	**April, '80**	**5,682**	**8,202**	**349**	.....	.....	.....	.....	.....	**14,233**
	April, '79	5,933	10,110	4,414	.....	.....	.....	.....	.....	20,457
	Year to Date '80	**20,881**	**29,273**	**647**	.....	.....	.....	.....	.....	**50,801**
	Year to Date '79	18,809	38,528	11,079	.....	.....	.....	.....	.....	68,416
FORD	**April, '80**	**22,200**	**43,456**	**64**	.....	.....	**2,230**	**4,391**	**1,607**	**73,948**
	April, '79	25,986	65,325	59	.....	.....	4,285	1,253	2,076	98,984
	Year to Date '80	**86,302**	**170,743**	**246**	.....	.....	**6,599**	**11,460**	**5,158**	**280,508**
	Year to Date '79	96,094	260,809	118	.....	.....	18,189	5,037	7,267	387,514
(Memo Units)#	**April, '80**	**9,450**	**15,429**	.....	.....	.....	.....	.....	.....	**24,879**
	April, '79	10,405	20,296	.....	.....	.....	.....	.....	.....	30,701
	Year to Date '80	**37,039**	**54,861**	.....	.....	.....	.....	.....	.....	**91,900**
	Year to Date '79	39,517	80,428	.....	.....	.....	.....	.....	.....	119,945
FREIGHTLINER	**April, '80**	.....	.....	.....	.....	.....	.....	.....	**1,264**	**1,264**
	April, '79	.....	.....	.....	.....	.....	.....	.....	1,183	1,183
	Year to Date '80	.....	.....	.....	.....	.....	.....	.....	**4,297**	**4,297**
	Year to Date '79	.....	.....	.....	.....	.....	.....	.....	4,285	4,285
VOLVO	**April, '80**	.....	.....	.....	.....	.....	.....	**53**	.....	**53**
	April, '79	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Year to Date '80	.....	.....	.....	.....	.....	.....	**210**	**34**	**244**
	Year to Date '79	.....	.....	.....	.....	.....	.....	.....	.....	.....
GMC	**April, '80**	**4,030**	**7,503**	**3**	.....	**60**	**772**	**1,403**	**1,692**	**15,463**
	April, '79	5,359	13,942	268	.....	98	2,268	167	1,581	23,683
	Year to Date '80	**16,974**	**34,821**	**4**	.....	**191**	**3,354**	**5,580**	**5,720**	**66,644**
	Year to Date '79	21,277	55,451	410	.....	300	7,608	622	5,478	91,146
(Memo Units)#	**April, '80**	**758**	**2,217**	.....	.....	.....	.....	.....	.....	**2,975**
	April, '79	1,044	4,219	.....	.....	.....	.....	.....	.....	5,263
	Year to Date '80	**3,443**	**9,990**	.....	.....	.....	.....	.....	.....	**13,433**
	Year to Date '79	3,979	16,507	.....	.....	.....	.....	.....	.....	20,486
INTERNATIONAL	**April, '80**	.....	**1,033**	.....	.....	.....	**815**	**1,033**	**1,289**	**4,170**
	April, '79	.....	1,945	.....	.....	.....	2,223	2,378	3,690	10,236
	Year to Date '80	.....	**5,562**	.....	.....	.....	**4,232**	**5,067**	**6,135**	**20,996**
	Year to Date '79	.....	8,471	.....	.....	.....	7,832	8,204	12,029	36,536
(Memo Units)#	**April, '80**	.....	.....	.....	.....	.....	.....	.....	.....	.....
	April, '79	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Year to Date '80	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Year to Date '79	.....	.....	.....	.....	.....	.....	.....	.....	.....
JEEP	**April, '80**	**4,306**	**2,168**	.....	.....	.....	.....	.....	.....	**6,474**
	April, '79	6,436	4,970	.....	.....	.....	.....	.....	.....	11,406
	Year to Date '80	**18,122**	**11,772**	.....	.....	.....	.....	.....	.....	**29,894**
	Year to Date '79	26,999	23,803	.....	.....	.....	.....	.....	.....	50,802
(Memo Units)#	**April, '80**	**4,306**	**1,624**	.....	.....	.....	.....	.....	.....	**5,930**
	April, '79	6,436	2,275	.....	.....	.....	.....	.....	.....	8,711
	Year to Date '80	**18,122**	**8,784**	.....	.....	.....	.....	.....	.....	**26,906**
	Year to Date '79	26,999	10,556	.....	.....	.....	.....	.....	.....	32,555
KENWORTH	**April, '80**	.....	.....	.....	.....	.....	.....	.....	**1,147**	**1,147**
	April, '79	.....	.....	.....	.....	.....	.....	.....	1,268	1,268
	Year to Date '80	.....	.....	.....	.....	.....	.....	.....	**4,431**	**4,431**
	Year to Date '79	.....	.....	.....	.....	.....	.....	.....	4,809	4,809
MACK	**April, '80**	.....	.....	.....	.....	.....	**40**	.....	**2,129**	**2,169**
	April, '79	.....	.....	.....	.....	.....	.....	.....	3,713	3,713
	Year to Date '80	.....	.....	.....	.....	.....	**67**	.....	**7,651**	**7,718**
	Year to Date '79	.....	.....	.....	.....	.....	.....	.....	9,794	9,794
PETERBILT	**April, '80**	.....	.....	.....	.....	.....	.....	.....	**782**	**782**
	April, '79	.....	.....	.....	.....	.....	.....	.....	893	893
	Year to Date '80	.....	.....	.....	.....	.....	.....	.....	**2,811**	**2,811**
	Year to Date '79	.....	.....	.....	.....	.....	.....	.....	3,227	3,227
PLYMOUTH	**April, '80**	**1,883**	**901**	.....	.....	.....	.....	.....	.....	**2,784**
	April, '79	1,535	426	.....	.....	.....	.....	.....	.....	1,961
	Year to Date '80	**7,314**	**3,346**	.....	.....	.....	.....	.....	.....	**10,660**
	Year to Date '79	4,422	2,258	.....	.....	.....	.....	.....	.....	6,680
WESTERN STAR	**April, '80**	.....	.....	.....	.....	.....	.....	.....	**97**	**97**
	April, '79	.....	.....	.....	.....	.....	.....	.....	149	149
	Year to Date '80	.....	.....	.....	.....	.....	.....	.....	**402**	**402**
	Year to Date '79	.....	.....	.....	.....	.....	.....	.....	365	365
WHITE	**April, '80**	.....	.....	.....	.....	.....	.....	.....	**451**	**451**
	April, '79	.....	.....	.....	.....	.....	.....	.....	749	749
	Year to Date '80	.....	.....	.....	.....	.....	.....	.....	**1,836**	**1,836**
	Year to Date '79	.....	.....	.....	.....	.....	.....	.....	3,536	3,536
MISCELLANEOUS*	**April, '80**	**25,855**	**2**	**7**	.....	**1**	**265**	**151**	**185**	**26,466**
	April, '79	23,344	1	3	.....	4	308	175	217	24,052
	Year to Date '80	**100,311**	**3**	**10**	**4**	**12**	**1,122**	**565**	**602**	**102,629**
	Year to Date '79	74,187	3	21	.....	9	728	432	754	76,134
TOTALS	**April, '80**	**98,861**	**96,149**	**563**	**48**	**242**	**5,297**	**8,299**	**11,136**	**220,595**
	April, '79	113,743	157,546	6,131	358	275	12,030	4,117	16,164	310,364
	Year to Date '80	**387,682**	**401,297**	**2,549**	**143**	**833**	**19,831**	**28,044**	**40,948**	**881,327**
	Year to Date '79	412,784	635,110	17,912	4,257	854	45,237	14,969	53,648	1,184,771

★—No Oklahoma registrations, 1980 and 1979; Hawaii, January-April, 1980.

NOTE: 1980 figures include window vans, 1979 totals do not.
#—Memo units are trucks which are part of the total listed above each entry. Chevrolet memo units are Chevy-Van, El Camino and Blazer; Dodge, compact trucks. Ford, Econoline and Bronco; GMC, Vandura, Jimmy and Sprint; International Scout, Jeep, CJ-5, CJ-7. *—Miscellaneous includes imports, Hendrickson, Oshkosh, etc.

—Compiled from R. L. Polk & Co. data.

factories list auction dates

American Motors

June 24—Ohio Auto Auction, Columbus, O.

June 25—Southern Auto Sales, S. Main St., Warehouse Point, Conn.

June 26—Fredericksburg Auto Auction, U. S. 1 Alt., Fredericksburg, Va.

June 27—Floyd Hauhe Auto Auction, 12000 St. Charles Rock Rd., Bridgeton, Mo.

AMC sales are open to all dealers.

Chrysler Corp.

June 23—Clanton's Auto Auction, 1027 Pearl St., Darlington, S. C.*; Arena Auto Auction, 10355 S. Woodlawn, Chicago; Capitol Auto Auction, 371 N. Beck St., Baton Rouge, La.*

June 24—Hatfield Recon Center, Rte. 309, Hatfield, Pa.; D-A Auto Auction, Waltz Mill Rd., New Stanton, Pa.; Lemay's Recon Center, Rte. 11A W., Laconia, N. H.; South Seattle Auto Auction, 19443 76th Ave. S., Kent, Wash; Chrysler Leasing Corp., Used Vehicle Marshaling and Auction Center, 3500 W. MacArthur Blvd., Santa Ana, Calif.

June 25—St. Pete Auto Auction, 14950 Roosevelt Blvd., Clearwater, Fla.; Al Eide's Minneapolis Auto Auction, 1125 A Nathan Lane N., Minneapolis*; Meyer & Sons, 6464 Downing St., Denver.

June 26—Auto City, 440 McClellan Hwy., East Boston, Mass.; Barberton Recon Center, 5075 Wooster Rd W., Barberton, O.*; Big H Recon Center, 918 Asbury, Houston*.

June 27—Chrysler Corp. Detroit Marshaling Center, 6501 Lynch Rd., Detroit*.

June 30—Clanton's Auto Auction, 1027 Pearl St., Darlington, S. C.*; Arena Auto Auction, 10355 S. Woodlawn, Chicago.

*Due to potential localized inventory shortages, these auctions are scheduled on a tentative basis. Please contact these locations before traveling to them.

Chrysler sales are restricted to Chrysler Corp. dealers.

Ford Motor Co.

June 24—Aptco Auto Auction, 20911 Gladwin, Taylor, Mich.

June 25—Dallas Auto Auction, 4226 E. Main, Dallas; Golden Gate Auto Auction, 6010 Stevenson Blvd., Fremont, Calif.; Metro Auto Auction of Kansas City, 101 W. Oldham Pkwy., Lee's Summit, Mo.; Northway Exchange, Rte. 146, Clifton Park, New York.

June 26—Columbus Fair Auto Auction, 4700 Groveport Rd., Obetz, O.

Used car sales

Auction averages

May	$3,325
Month ago	$3,193
Year ago	$3,063

Model breakdown

Auction averages

	June To Date	May	April
1980	$5,819	$6,050	$6,322
1979	4,697	4,610	4,940
1978	3,499	3,498	3,441
1977	2,930	2,578	2,642
1976	2,305	2,177	2,052
1975	1,745	1,662	1,737
1974	1,353	1,203	1,234
1973	1,087	1,007	1,037
Overall Average	$3,325	$3,183	$3,102

Early-June new-car sales less than half of '78 pace

By Jenny L. King
Staff Correspondent

Early June domestic new-car sales continued in the well-worn trough begun over a year ago, dipping more than 20 percent from the slipping year-ago level and totaling less than one half the record sales just two years ago.

First-period June sales numbered 140,851, down 21.55 percent from 179,531 in 1979 and 283,274 in 1978. Sales resembled 1975's 157,573 and 1961's 150,596.

One hopeful sign was that the 21.55-percent decline was the smallest year-to-year drop in two months. Perhaps it was the result of widespread customer rebates at Ford Motor Co. and Chrysler Corp. dealerships. Perhaps it was the slow but steady decline of the prime interest rate.

With eight selling days in the period both this year and last, the 1980 daily selling rate of 17,606 was 21.55 percent behind the 1979 rate of 22,441.

Year-to-date sales totaled 3,029,106, down 22.82 percent from 3,924,810 last year.

Each of the five major U. S. auto makers was down in early June, ranging from a 9.21-percent drop at Volkswagen of America to a 39.29-percent decline at Chrysler. VWoA reported sales of 3,510 U.S.-built Rabbits, compared with 3,866 a year earlier. Chrysler sales dropped to 13,418 from 21,742.

General Motors sales numbered 83,387, down 19.00 percent from 102,946. Two years ago, GM's sales were 163,793, greater than the entire domestic industry this year. Ford Motor Co. reported sales of 37,236, down 21.24 percent from 47,277. American Motors estimated sales were 3,300, down 10.81 percent from 3,700.

In corporate market share, Chrysler was the only company to lose from its year-ago level. At its expense, the others inched up. GM earned 59.20 percent, up 57.34 percent last year, but below the 60-percent mark for the first time since the end of March. Ford captured 26.44 percent, up from 26.33 percent.

Chrysler sales accounted for 9.53 percent of the market, down from 12.11 percent in 1979. AMC earned an estimated 2.34 percent, up from 2.06 percent, and VWoA cornered 2.49 percent, up from 2.16 percent.

Among the 13 U. S. makes, Plymouth recorded the greatest decline, its sales down 40.33 percent from last year. Dodge sales were down 38.65 percent and Chrysler was off 34.46 percent. Mercury's 32.18-percent decline was the worst at Ford Motor Co., while Cadillac was at the bottom of the GM heap with a 29.27-percent sales drop.

Top-selling nameplates for June 1-10 were: Chevrolet Citation, 7,849; Ford Fairmont, 7,688; Chevrolet Chevette, 7,237; Ford Mustang, 6,384, and Chevrolet Malibu, 5,454. The year-ago top five were Oldsmobile Cutlass Supreme, Chevrolet Chevette, Ford Fairmont, Ford Mustang and Chevrolet Citation.

DOMESTIC SALES

	June 1-10, 1980	June 1-10,1979
AMERICAN MOTORS	3,300†	3,700†
Chrysler	3,239	4,942
Plymouth	5[illegible]	7,627
Dodge	4,6[illegible]3	9,173
CHRYSLER CORP.	13,418	21,742
Ford	1[illegible]57	34,219
Mercury	7,545	11,123
Lincoln	1,534	1,935
FORD MOTOR	37,236	47,277
Buick	13,050	15,882
Cadillac	3,866	5,466
Chevrolet	35,146	44,173
Oldsmobile	17,316	20,630
Pontiac	14,009	16,795
GENERAL MOTORS	83,387	102,946
VOLKSWAGEN	3,510	3,866
INDUSTRY TOTAL	140,851	179,531

†—Estimate

Down 3 pct. from previous week, 35 pct. from year ago

U.S. auto production stumbles again

By Michele Raquepau
Staff Writer

Auto production by U. S. makers last week of 126,822 was a drop of 3.81 percent from the 131,851 assembled in the previous week and a decline of 35.55 percent from the 196,791 built in the comparable 1979 week.

Year-to-date car output of 3,285,626 is a 29.99 percent slide from the 4,693,355 auto built by this date in 1979.

American Motors' Kenosha plant, which was down last week is scheduled to resume production on a regular basis today (June 23). AMC has 2.56 percent of year-to-date production.

Chrysler Corp. assembled 7,700 cars last week, and has 9.68 percent of the year's total. Chrysler's St. Louis point will be down this week to balance dealer inventories.

Chrysler's Newark and Jefferson plants are closed for conversion to production of 1981 K-cars.

Ford Motor Co. produced 29,075 autos last week and has 20.7 percent of year-to-date output.

Ford's St. Louis, Wayne and Wixom assembly plants were down last week.

General Motors built 85,591 units last week. GM has 64.60 percent of total auto production.

Last week, GM's Flint and Linden assembly plants were down. This week, GM's Oldsmobile plant in Lansing (Cutlass, Delta 88 and 98) will be down as well as its companion Fisher Body plant. The closing idles 7,400 workers temporarily.

Volkswagen of America, which assembled 4,375 Rabbits last week, has 3.04 percent of year-to-date production. VWoA will work regular hours this week.

Checker Motors built 81 units last week after being down the previous week. Checker has 0.05 percent of total output.

Truck production doubles for week as Ford returns

U. S. truck production last week of 27,882 rose 94.87 percent over the prior week's output of 14,308, as Ford Motor Co. reopened all but its San Jose plant. All Ford truck plants were down the previous week.

Last week's total, however, was a 54.59 percent drop from the 61,401 trucks built in the comparable 1979 week.

Year-to-date truck output of 798,991 is a decline of 57.84 percent from the 1,895,273 units assembled by this date in 1979.

All Chrysler Corp. truck assembly plants are scheduled to work regular hours this week, as they did last.

The American Motors Jeep plant in Toledo completed production of the CJ models last Friday. This week, the Wagoneer, Cherokee and light-trucks will be assembled Monday and Tuesday only. After Tuesday, Jeep Toledo will have completed all production of 1980 models.

All General Motors truck assembly plants are scheduled to work regular hours this week. Last week, three GM truck assembly points were down.

Car, truck output rises in Canada 2nd week in row

Car and truck production in Canada last week increased over the previous week's output for the second week in a row.

Last week's auto production of 21,010 rose 2.25 percent over the previous week's 20,547, but fell 13.28 percent from the 24,227 cars built in the comparable 1979 week.

Year-to-date car output of 434,543 is a 21.78 percent decline from the 555,568 units assembled by this time in 1979.

Truck output last week of 12,802 increased 17.91 percent over the previous week's 10,857. Last week's total, however, was a 19.14 percent drop from the 15,832 produced in the comparable 1979 week.

Year-to-date truck production of 272,704 is a 28.66 percent drop from the 382,239 built by this date in 1979.

Chrysler Corp.'s Windsor car assembly plant is scheduled to work regular hours next week at its current rate of 480 per day on a single shift.

Windsor car assembly will close for two weeks beginning July 14 for vacation.

Chrysler's Pillette Rd. truck assembly plant will close for five weeks beginning today (June 23) for vacation and changeover.

All Ford Motor Co. car and truck assembly plants are scheduled to work regular hours this week. Last week, Ford's Windsor engine plant was closed.

All General Motors car and truck assembly points worked regular schedules last week.

U. S. CAR PRODUCTION

	Week Ended June 21, 1980	Same Week 1979	Week Ended June 14, 1980	June to Date	Jan. 1, to June 23, 1979	Jan. 1, to June 21, 1980
AMERICAN MOTORS	.....	4,650*	3,726*	6,704*	77,268	84,157*
Eagle	.....	.....	.....	.....	.....	.....
Concord	.....	.....	.....	.....	.....	.....
'78 AMX	.....	.....	.....	.....	.....	.....
Pacer	.....	.....	.....	.....	.....	.....
Spirit	.....	.....	.....	.....	.....	.....
CHRYSLER CORP.	7,700	24,224	11,947	29,885	493,754	318,178
Plymouth Total	4,150	8,942	4,994	13,400	197,613	145,426
Horizon	3,300	3,107	3,282	9,885	83,154	78,851
Volare	.....	5,443	699	1,341	109,794	50,706
'80 Gran Fury	850	.....	725	1,575	.....	12,130
Caravelle	.....	392	286	599	4,665	3,739
Chrysler Total	150	6,197	2,630	4,507	105,195	42,376
Chrysler	150	2,404	590	740	45,032	9,833
LeBaron	.....	3,793	2,040	3,767	60,163	32,543
Dodge Total	3,400	9,085	4,323	11,978	190,946	130,376
Omni	2,800	2,849	2,780	8,397	74,476	69,078
St. Regis	600	891	306	906	16,330	9,404
Diplomat	.....	1,564	956	1,892	27,622	15,566
Aspen	.....	3,781	281	783	72,518	36,328
FORD MOTOR	29,075	39,383	29,646	79,008	1,189,098	659,354
Ford Division	23,690	27,881	23,694	63,699	761,644	488,329
Pinto	3,521	3,887	3,698	10,980	94,123	55,781
Mustang II/Mustang	5,305	8,482	5,229	14,772	193,224	131,159
Fairmont	6,366	3,202	6,810	15,829	95,902	138,805
Granada	.....	3,614	3,962	7,627	84,046	42,808
LTD II	.....	700	.....	.....	22,707	.....
Thunderbird	4,811	2,040	2,002	8,811	166,599	72,846
Ford	3,687	5,956	1,993	5,680	105,043	46,930
L-M Division	5,385	11,502	5,952	15,309	427,454	171,025
Mercury Total	5,385	11,275	5,952	15,308	331,052	155,134
Bobcat	451	1,056	326	1,051	25,127	10,309
Capri	1,428	2,561	1,440	4,166	57,418	37,703
Zephyr	1,740	650	1,950	4,847	34,517	44,052
Monarch	.....	959	956	2,199	41,432	14,131
Cougar/XR7	1,766	2,889	.....	1,766	105,009	23,721
Mercury	.....	3,160	1,280	1,280	67,549	25,218
Lincoln Total	.....	227	.....	.....	96,402	15,891
Lincoln	.....	.....	.....	.....	48,191	5,880
Versailles	.....	227	.....	.....	8,743	1,861
Mark VI	.....	.....	.....	.....	39,468	8,150
GENERAL MOTORS	85,591	124,535	81,931	251,794	2,853,537	2,122,389
Buick Division	13,731	18,694	16,491	46,165	425,989	418,185
Skyhawk	.....	601	.....	.....	12,336	.....
Skylark/'79-'80	4,333	3,160	5,112	14,165	36,286	113,765
Century	3,690	1,198	3,539	10,757	28,156	92,271
Regal	4,473	6,632	4,474	13,566	148,769	110,686
Buick	1,235	5,676	2,204	5,361	164,434	77,147
Riviera	.....	1,427	1,162	2,316	36,008	24,316
Cadillac Division	2,141	8,131	3,844	9,810	219,514	105,480
Seville	.....	966	412	830	27,907	17,906
Cadillac	2,141	5,426	2,133	6,397	145,566	60,477
Eldorado	.....	1,739	1,299	2,583	46,041	27,097
Chevrolet Division	36,947	52,469	34,510	108,413	1,204,355	889,941
Chevette	9,655	9,393	9,639	28,742	197,616	224,632
Monza	4,153	3,374	3,594	11,660	77,473	85,013
Camaro	2,540	6,114	2,492	7,507	151,366	65,928
Nova/Citation	9,429	8,172	9,377	28,789	110,650	234,880
Malibu	6,770	8,736	4,944	18,371	215,022	136,580
Monte Carlo	1,200	4,161	1,270	3,777	134,916	55,221
Chevrolet	2,400	11,550	2,396	7,178	293,400	65,765
Corvette	800	969	798	2,389	23,912	21,922
Oldsmobile Division	19,024	26,922	15,455	50,209	590,443	412,635
Starfire	.....	472	.....	.....	10,553	.....
Omega/'79-'80	2,254	1,600	2,725	6,284	17,102	59,899
Cutlass	10,820	14,766	7,857	28,381	291,552	205,229
Oldsmobile	5,950	8,816	4,045	14,054	236,532	127,033
Toronado	.....	1,268	828	1,490	34,704	20,474
Pontiac Division	13,748	18,319	11,631	37,197	413,236	296,148
Acadian†	360	463	315	1,091	10,720	12,753
Sunbird	3,766	2,315	2,852	9,678	50,463	75,491
Phoenix/'79-'80	2,932	2,393	2,851	8,877	31,543	68,403
Firebird	1,540	4,525	1,577	4,653	113,531	43,529
LeMans	1,720	2,092	2,393	6,262	52,590	31,346
Grand Prix	2,240	2,632	1,643	5,446	55,167	30,808
Pontiac	1,190	3,899	.....	1,190	99,222	33,818
VOLKSWAGEN	4,375	3,885	4,601	13,676	77,427	99,974
CHECKER	81*	114	.....	167	2,273	1,574
Total Cars, N. S.	126,822	196,791	131,851	381,234	4,693,355	3,285,626

CANADIAN CAR PRODUCTION

	Week Ended June 21, 1980	Same Week 1979	Week Ended June 14, 1980	June to Date	Jan. 1, to June 23, 1979	Jan. 1, to June 21, 1980
CHRYSLER CORP.	2,400	3,844	2,273	6,845	73,274	34,594
FORD MOTOR	6,465	7,650	6,246	19,329	169,085	131,516
GENERAL MOTORS	11,920	12,553	11,826	31,634	308,821	263,203
VOLVO	225	180	202	427	4,388	5,230
Total Cars, Canada	21,010	24,227	20,547	58,235	555,568	434,543
N. American Cars	147,832	221,018	152,398	439,469	5,248,923	3,720,169
N. American Trucks	40,684	77,233	25,165	99,357	2,277,512	1,071,695
North American Cars and Trucks	188,516	298,251	177,563	538,826	7,526,435	4,791,864

†—All Acadians and Caravelles are built for sale in Canada. *—Estimated.

TRUCK PRODUCTION IN U. S.†

	Week Ended June 21, 1980	Same Week 1979	Week Ended June 14, 1980	June to Date	Jan. 1, to June 23, 1979	Jan. 1, to June 21, 1980
CHEVROLET	5,732	20,583	4,095	15,669	589,543	247,086
DODGE/PLYMOUTH	4,300	7,811	4,329	12,368	237,935	77,259
FORD	11,843	19,685	.....	14,985	676,632	281,321
GMC	.....	8,018	.....	3,201	182,486	78,563
INTERNATIONAL	2,485	3,271	2,486	7,408	74,617	21,364
MACK	445	711	529	1,398	18,762	13,014
JEEP	1,428*	.....	1,428*	5,356*	81,546*	41,189*
AM CORP.	143*	472*	143*	570*	12,482*	4,424*
VOLKSWAGEN	625	.....	648	1,936	.....	14,110
MISCELLANEOUS	881*	850	650	2,181	21,270	20,661
Total Trucks, U. S.	27,882	61,401	14,308	65,072	1,895,273	798,991

CANADIAN TRUCK PRODUCTION

	Week Ended June 21, 1980	Same Week 1979	Week Ended June 14, 1980	June to Date	Jan. 1, to June 23, 1979	Jan. 1, to June 21, 1980
CHRYSLER CORP.	1,997	1,579	1,699	5,204	40,117	22,536
FORD MOTOR	3,720	6,211	3,885	11,427	142,507	95,552
GENERAL MOTORS	6,570	6,266	4,835	16,193	155,153	134,079
AMERICAN MOTORS	.....	1,218	.....	.....	31,693	11,644
INTERNATIONAL	475	468	397	1,348	10,879	7,661
MACK	40	90	41	113	1,890	1,232
Total Trucks, Canada	12,802	15,832	10,857	34,285	382,239	272,704
N. American Trucks	40,684	77,233	25,165	99,357	2,277,512	1,071,695

**—Revised. 1—Now includes van production.
Jeep includes commercial vehicles only. AM General includes government-destined vehicles.

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Automotive News

Detroit, June 30, 1980

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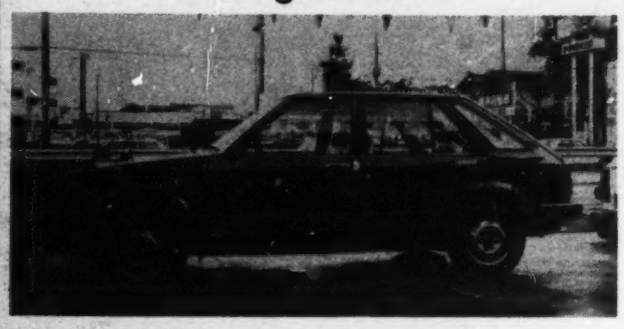
Coming attraction



'81 Mazda GLC

A sneak preview of the new front-drive Mazda GLC shows the crisper body lines and squared-off appearance of the '81 model, which has gone into production in Japan. Body styles include two-door and four-door hatchbacks and, at mid-year, a notchback sedan; no wagon is planned. Engine displacement has been hiked to 1.5 liters. Transaxle choices include four-speed and five-speed overdrive and three-speed automatic. An early October introduction is planned for the U. S.

Iacocca exuberant as cash spigot opens

New life for Chrysler!

By Edward Lapham
Financial Editor

NEW YORK.—Chrysler Corp. is back from the brink, Chairman Lee Iacocca told a press conference at the Waldorf-Astoria Hotel here.

An obviously invigorated Iacocca was in top form when he told reporters the company will "turn black in the fourth quarter," avoid bankruptcy and "give everybody a run for their money."

Moments earlier, Iacocca had accepted a symbolic check for $496.75 million from James D. Wolfensohn, of Salomon Brothers, one of the investment banking firms which underwrote the $500 million offering of federally backed notes for Chrysler.

The real funds transaction took place one day earlier after a quick subscription of the 10.35-percent-interest notes sold in multiples of $5,000. The underwriters kept $3.25 million in fees.

"The financial episode is over," Iacocca said. He said he "violently disagrees" with those critics who have termed the federal loan guarantees as a "band-aid."

It was almost a year to the day since former Chrysler Chairman John J. Riccardo first talked to the former Treasury secretary about relief via tax credits.

• Iacocca maintained steadfastly that this is a new era for Chrysler. He also signaled an end to the days of reserved, passive soul-baring. "I'm not going to talk about how our relations with the banks are going any more," he said.

The Chrysler chairman did talk again about his suggestion that a temporary fix to the import "problem" would be for the Japanese auto makers to voluntarily eliminate assembly plant overtime.

"Everybody's talking about reindustrialization and tri-partite industry," Iacocca said. "What that means is to stop the adversary stuff.

"The adversary in cars is Japan. The adversary is not the union or the government, the way it has been for a couple of decades," he said.

Iacocca said the new Chrysler arrangement, with UAW President Douglas Fraser on the Chrysler board and the government involvement already constitutes a tri-partite system.

Even as Iacocca touted Chrysler's survival prospects, he said that the auto maker would not be alone in red ink. He said GM and Ford are going to announce losses "that will stagger your imagination."

Iacocca also felt free to take some additional shots. When asked about auto company "bad management" because of the product mix which does not suit the current market, Iacocca struck at Ford.

"I can't accept that for this company," he said. "But I can for other companies I've been with. They're in trouble now too."

His reference was to a reported market strategy fallout he had with then Ford Chairman Henry Ford II which eventually lead to Iacocca's 1978 firing as Ford president. Iacocca is reported to have favored a small-car development program but was overruled by Henry Ford who put the capital into larger cars.

Iacocca said Chrysler will need to draw down another $250 to $300 million in federally guar-

Continued on Page 49, Col. 1

House OK's resolution for action on imports

By Jake Kelderman
Washington Staff Writer

WASHINGTON. — The House has now joined the Senate in voting a resolution its sponsors hope will give notice to the Carter Administration, the Japanese auto makers and the Japanese government that the current situation with the U. S. auto industry cannot continue.

Passed by a unanimous voice vote it calls for a comprehensive national strategy to restore the strength of the American auto industry and re-employ its workers and a dedication to "regain world technological superiority and leadership in the production of cars and trucks."

"Passage of this resolution in resounding fashion will make it clear to the Administration that both houses of Congress expect to be presented with a positive, comprehensive program addressing the needs of the automobile industry and its workers," said Majority Whip John Brademas, of Indiana.

The Carter Administration is now in the final stages of developing a comprehensive auto strategy aimed at doing just what the House and Senate resolutions are aiming at.

Generally it is expected to include faster depreciation for auto manufacturing equipment and special tools, guaranteed loans to dealers by the Small Business Administration, relaxation of or delays in certain NHTSA and EPA regulations, tax incentives to buy American and possibly a call for voluntary import restrictions on Japanese autos and trucks to the 1979 level of 1.6 million.

Transportation Secretary Neil Goldschmidt, who is leading the Administration effort, said last week that import restrictions of that order could put as many as 70,000 to 150,000 workers back on the job and boost U. S. car sales by 500,000 but also add to inflation pressure by likely raising the price of these cars by as much as $500.

• Though Goldschmidt is known to favor import quotas, knowledgeable sources indicate this position has yet to be accepted by the White House Economic Policy Group which is doing the work on the auto policy paper.

Instead, they were at last reports still sticking by the position of pressuring the Japanese to open their markets and/or move some of their manufacturing facilities here, arguing that free trade will in the long run be more beneficial to the U. S. auto industry than short-term import quotas.

Indeed, President Carter, at the European Economic Conference in Venice, again told the Japanese that production facilities in the U. S. would be a far better move than increasing production capacity in Japan.

Later this week, the President is expected to settle on just what the Administration's auto policy will be. Before announcing it, however, he is expected to have another round of meetings with auto industry executives and the automobile dealers.

Meanwhile, the domestic auto makers continued in their year-long slump with mid-June sales reported 27.50 percent below last year's levels and the annual sales rate hovering at just 5.8 million cars.

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breaking news

Chrysler queries Mitsubishi on L-car engines

DETROIT.—Chrysler Corp. has asked Mitsubishi to supply up to 300,000 engines a year for the U. S. auto maker's redesigned L-car (Omni/Horizon), due to reach the market in the fall of 1984, according to reports in Tokyo. The '85 model reportedly will be based on the front-drive Colt/Champ, which is built in Japan by Mitsubishi. Chrysler has also asked Mitsubishi for technical help in launching a subcompact pickup in 1982.

GM may build new Buick plant

FLINT. — General Motors may build a three-million-square-foot assembly plant near Flint to combine its two Buick Division plants and Fisher Body facility here. GM has filed for an air quality permit with the Department of Natural Resources for the site. The plant would produce about 75 cars per hour and employ about 6,000 workers. Construction would start next April and the plant would be completed by 1983 in time for the 1984 model run.

GM two-seater project moves ahead

DETROIT.—Latest news on GM's mid-engine, two-passenger car program is that Pontiac will develop a notchback while Chevrolet has been assigned a fastback version of the sporty fiberglass car. Both will bow as 1983 models and reportedly will feature four-wheel disk brakes, pop-up head-

See BREAKING NEWS, Page 50, Col. 1

Changes could save half a billion dollars, it tells U. S.

Ford seeks 'adjustments' in rules

By Helen Kahn
Washington Bureau Chief

WASHINGTON. — Ford Motor Co.'s most recent approach to curbing regulation is what it calls "mid-stream adjustments," not "major changes in direction" and not a "moratorium" nor a "significant rollback" as was called for during the last recession.

The Ford paper deals only with what Ford says can be achieved administratively and not with all the regulations Ford would like changed. It could nonetheless reduce Ford's projected investment requirements for the 1982-84 model year period by roughly half a billion dollars.

Not surprisingly, the recommendations include scaling back bumper requirements from 5 MPH to 2.5 MPH which may occur not by administrative action but by congressional action; deferring the passive restraint standard by a minimum of one year; withdrawing EPA's high-altitude requirements; eliminating some requirements but not changing numbers for 1983 light-truck emissions; drastic changes in proposed 1984 heavy-duty engine emission regulations; changes in the 1982 EPA parameter adjustment regulations; delaying medium and heavy-truck noise regulations; deferral of odometer tampering regulations; reducing requirements for light-truck braking; eliminating fuel economy standards for light trucks beyond the 1982 model, and—surprisingly—dropping the dynamic testing for automatic belts.

• Like the General Motors' recommendations which recently became available. Ford's paper was circulated within the agencies and sent to the White House. But its coverage is more limited —Ford talks only of EPA and NHTSA regulations — and its cost calculations are somewhat different.

While GM used investment figures and cost to buyers of GM vehicles, Ford uses its in-

Continued on Page 52, Col. 1

783,741 total is lowest for April since 1975

New-car registrations plummet

By Richard A. Wright
Assistant Managing Editor

U. S. new-car registrations in April fell to the lowest level for that month since 1975, according to figures compiled by R. L. Polk & Co.

New-car registrations in April totaled 783,741, down 18.00 percent from 955,807 a year earlier and the lowest since 581,304 in recession-marred 1975.

For the first time since last September, registrations of new imports failed to set a monthly record in April and, in fact, were down. April import registrations totaled 220,704, down 3.76 percent from 229,334 a year earlier.

But lest anyone shed a tear for the imports, it should be noted that this April's total was the third highest for any month in history. And domestic registrations of 563,037 in April were down 22.50 percent from 726,473 a year earlier.

For the first four months of 1980, new-car registrations totaled 3,029,414, down 10.51 percent from 3,385,102 last year.

American Motors and General Motors increased their market shares in April compared with a year earlier, as did the imports and miscellaneous domestic lines.

AMC boosted its share of registrations 0.27 of a percentage point to 1.79 percent, while GM was up 0.53 of a point to 45.00 percent. Import penetration was 28.16 percent, up 4.17 points from a year earlier, and miscellaneous domestic lines accounted for 0.05 percent, up 0.01 of a point.

Ford Motor Co. suffered the biggest market share loss, down

Continued on Page 38, Col. 2

NEW-CAR MARKET SHARES IN U. S.

	APRIL					FOUR MONTHS				
	Regis., Apr., 1980	Percent Share of Market	Regis., Apr., 1979	Percent Share of Market	Pct. Pt. Change '80 vs. '79	Regis., 4 mos., 1980	Percent Share of Market	Regis., 4 mos., 1979	Percent Share of Market	Pct. Pt. Change '80 vs. '79
Chevrolet	153,921	19.64	186,768	19.54	+ 0.10	615,985	20.33	669,913	19.79	+ 0.54
Ford	102,990	13.14	140,695	14.72	− 1.58	383,431	12.66	520,758	15.39	− 2.73
Oldsmobile	70,670	9.02	81,975	8.58	+ 0.44	263,835	8.71	296,389	8.81	− 0.10
Buick	58,624	7.48	58,853	6.16	+ 1.32	226,072	7.46	216,604	6.40	+ 1.06
Pontiac	52,387	6.68	69,111	7.23	− 0.55	207,024	6.84	255,778	7.56	− 0.72
Mercury	30,592	3.90	47,783	5.00	− 1.10	121,384	4.01	177,841	5.25	− 1.24
Dodge	22,367	2.85	34,566	3.62	− 0.77	85,447	2.82	129,906	3.84	− 1.02
Plymouth	20,023	2.55	31,961	3.34	− 0.79	79,510	2.62	118,378	3.50	− 0.88
Cadillac	17,060	2.18	28,327	2.96	− 0.78	77,261	2.55	110,170	3.25	− 0.70
AMC	13,994	1.79	14,529	1.52	+ 0.27	55,482	1.83	43,151	1.27	+ 0.56
Chrysler	13,626	1.74	19,565	2.05	− 0.31	51,061	1.69	78,216	2.31	− 0.62
Lincoln	6,425	0.82	11,968	1.25	− 0.43	27,677	0.91	50,901	1.50	− 0.59
GENERAL MOTORS	352,662	45.00	425,034	44.47	+ 0.53	1,390,177	45.89	1,550,854	45.81	+ 0.08
FORD MOTOR CO.	140,007	17.86	200,446	20.97	− 3.11	532,492	17.58	749,500	22.14	− 4.56
CHRYSLER CORP.	56,016	7.14	86,092	9.01	− 1.87	216,018	7.13	326,500	9.65	− 2.52
AMERICAN MOTORS	13,994	1.79	14,529	1.52	+ 0.27	55,482	1.83	43,151	1.27	+ 0.56
IMPORTS	220,704	28.16	229,334	23.99	+ 4.17	834,103	27.53	713,766	21.09	+ 6.44
MISCELLANEOUS	358	0.05	372	0.04	+ 0.01	1,142	0.04	1,331	0.04	.....
TOTAL	783,741		955,807			3,029,414		3,385,102		

Automotive News analysis of new-car registrations based on R. L. Polk & Co. statistical report. Registrations not available for Oklahoma, delayed for Hawaii.

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